City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3011285

Applicant Name: Michael O'Brien

Address of Proposal: 13355 Lake City Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 17,902 sq. ft. expansion to an existing auto sales and service facility (15,704 interior auto showroom and 2,198 sq. ft. covered exterior auto display area) for a total of 40,985 sq. ft. (Toyota of Lake City). Sixty-nine outdoor vehicle storage spaces will be relocated north of existing site.

The following approval is required:

>   **SEPA** – **Environmental Determination -** (Chapter 25.05, Seattle Municipal Code)

SEPA DETERMINATION: [ ] Exempt [X] DNS [ ] MDNS [ ] EIS

>   [ ]   DNS with conditions

>   [ ]   DNS involving non-exempt grading, or demolition,
>   or another agency with jurisdiction.

BACKGROUND DATA

Site: The project site consists of two parcels located on the west side of Lake City Way NE. They are zoned C1-40. Wetland and Riparian Corridor ECAs and their required buffers encumber the westerly portion of the south parcel, and portions of the buffers extend onto the north parcel. The site is developed with a commercial building serving automotive retail sales and service use, and the majority of the site is paved and serves for vehicle circulation and/or storage or parking.

Area:	Lake City Way is entirely commercially zoned in the vicinity. Properties to the west are zoned SF, and the site to the rear of the south parcel is developed with a single family residence. To the immediate west of the north site is the un-opened right-of-way of 31st Avenue NE.
Street Access:	Access to the site is from both Lake City Way NE and from NE 135th Street. NE 135th St. lacks sidewalks, planting strips, curbs.
Proposal Description:	The proposal is to expand the existing structure to the north, to make substantial street improvements along both adjacent streets (including planting street trees), to reconfigure parking and outdoor vehicle storage, to replace existing light poles in surface parking areas with three new ones, to add substantial landscaping, and to improve drainage facilities. Light standards are 20 feet tall and light leaving the site is projected to be .5 foot candles 15 feet from the proposed parking lot, dropping to lower levels before reaching surrounding properties. These light levels represent a decrease from existing levels.
Public Comments	One public comment letter was received expressing concern with how stormwater might be mishandled on the site and suggesting this would be a good time for additional landscape to be added along the adjacent streets.

ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and supplemental information found in the file which forms the basis for this analysis and decision.

Short-term Impacts

Short-term or construction activities could result in the following adverse impacts: soil erosion and runoff, mud and dirt on adjacent streets, emissions from construction machinery and vehicles, increased dust levels, increased noise levels, spot glare and lighting, blockage of sidewalks adjacent to the site, occasional disruption of adjacent vehicular traffic, increases in carbon dioxide and other greenhouse gas emissions and consumption of renewable and non-renewable resources, and small increase in traffic and parking impacts due to construction workers' vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project.

Long-term Impacts

Long-term or use related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased pedestrian and vehicular traffic; on-street parking demand due to residents and visitors; increased airborne emissions resulting from additional traffic; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; increases in carbon dioxide and other greenhouse gas emissions and consumption of renewable and non-renewable resources, and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

Greenhouse Gas Emissions

Greenhouse gas emissions associated with operation of the development come from two main sources: energy demands and transportation demands. The proposed project is estimated to generate almost 36,986 metric tons of CO_2 over its lifespan. Emissions from the generation of greenhouse gases due to increased energy and transportation demands may be adverse but are not expected to be significant due to the relatively minor contribution of emissions from this specific project. The other impacts such as but not limited to, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X]   Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2)(c).

[ ]   Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2)(c).

CONDITIONS - SEPA

None.

Signature: (signature on file)   Date: December 13, 2010
                Scott Kemp, Senior Land Use Planner
                Department of Planning and Development